



This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

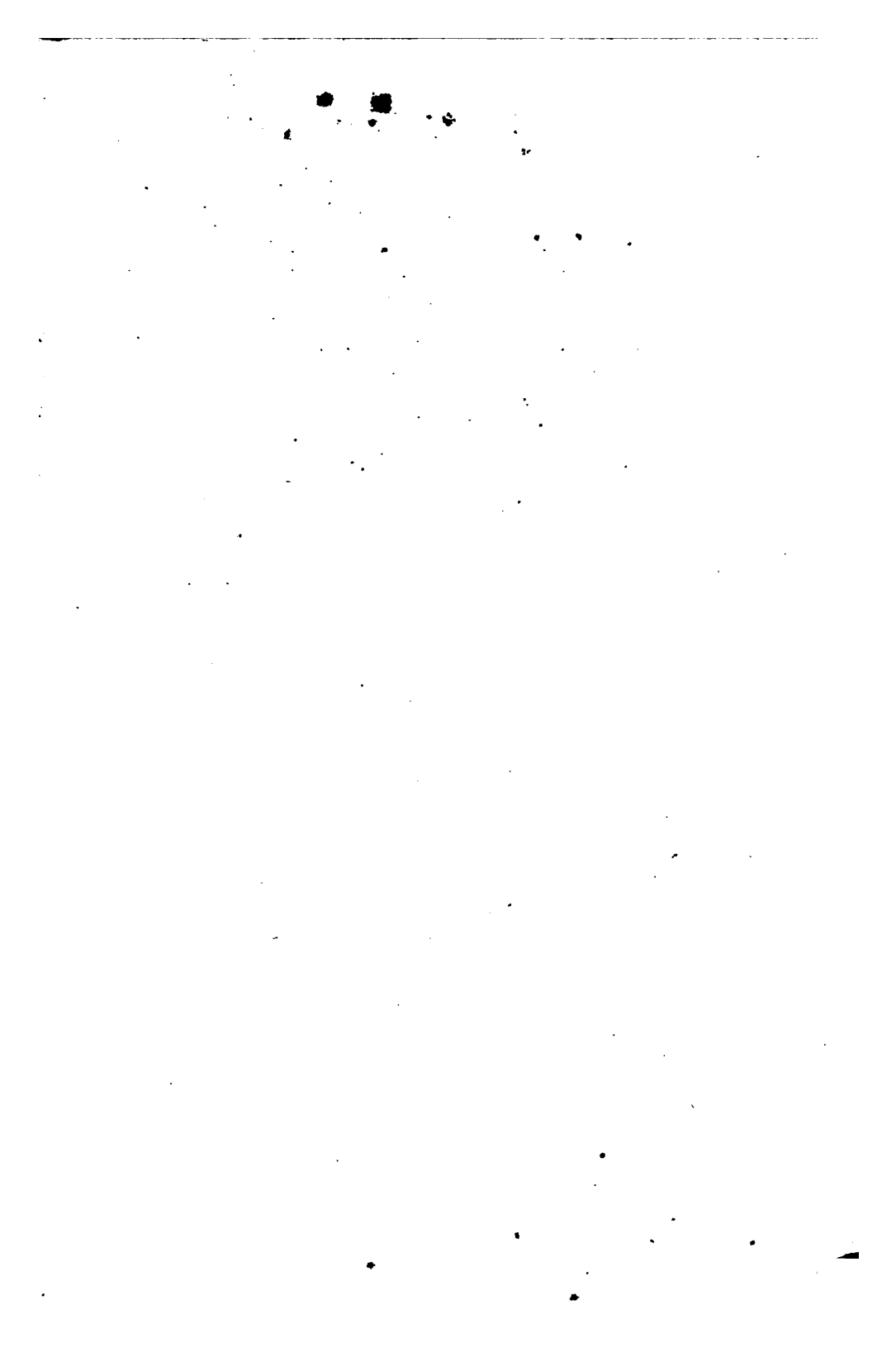
We also ask that you:

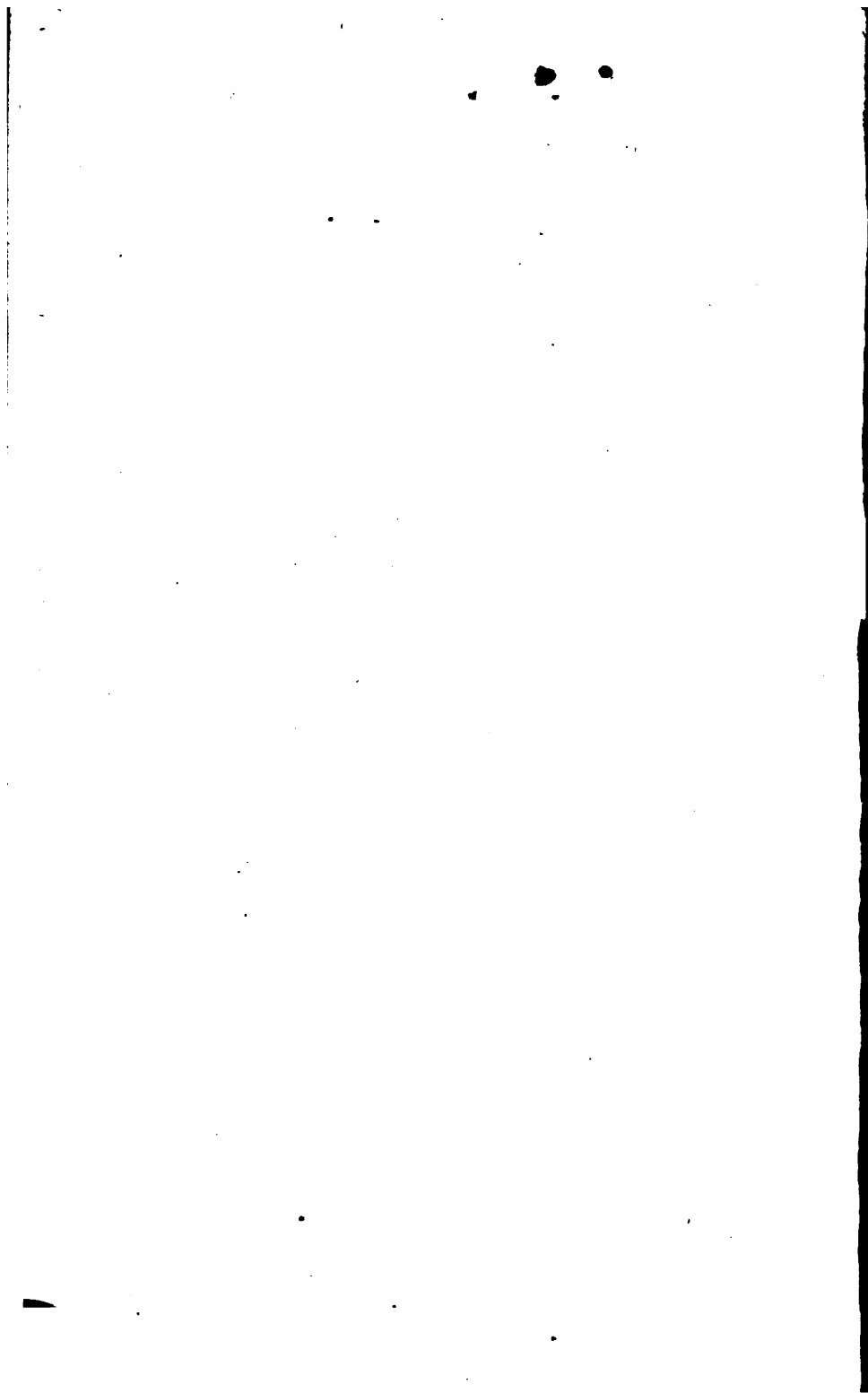
- + *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.
- + *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.
- + *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.
- + *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at <http://books.google.com/>








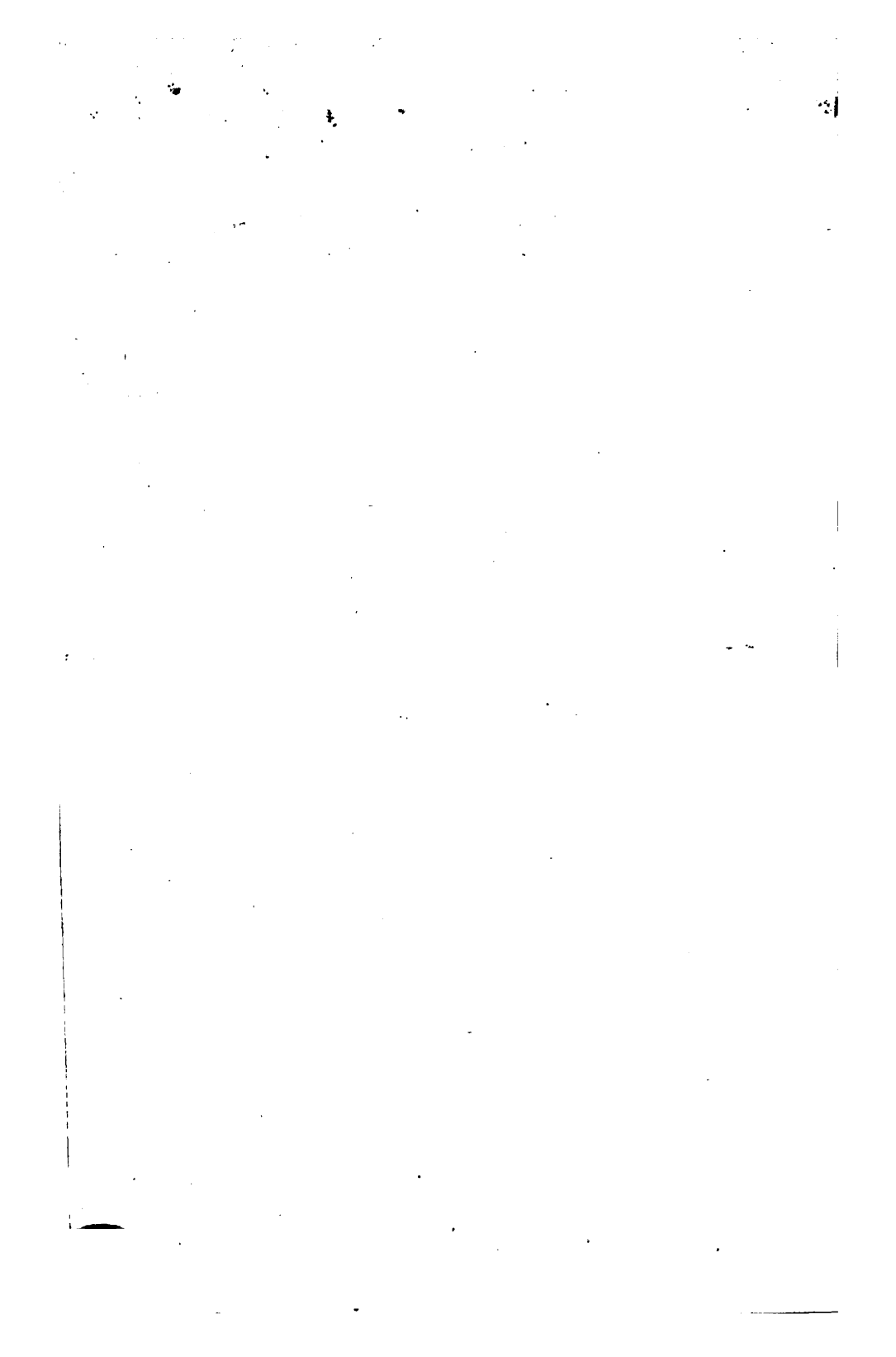
THE CONGO

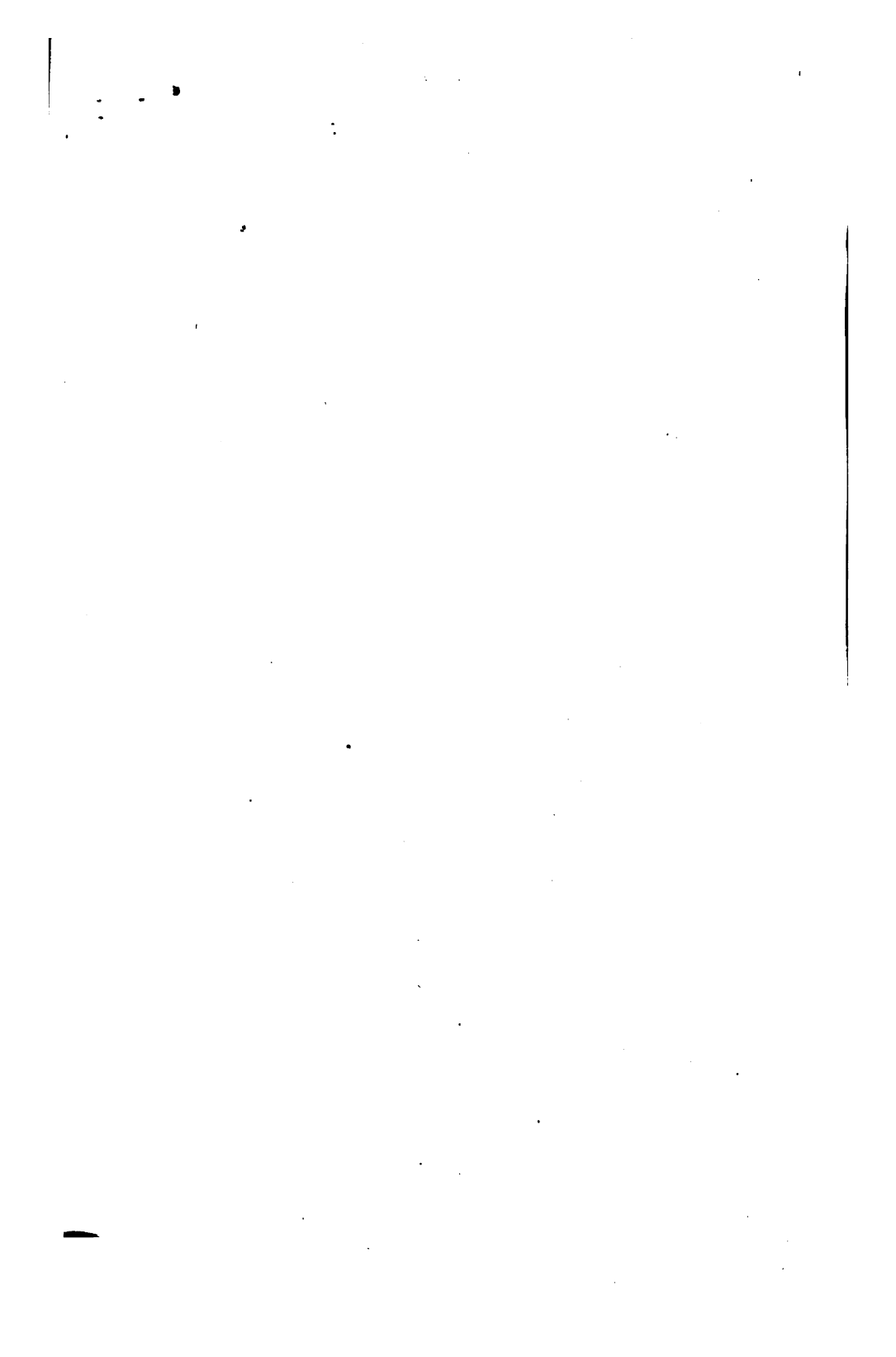


THE WHITE LINE
Across
the
DARK CONTINENT.
with Map.



Price One Penny.





THE OPERATIONS
OF THE
ASSOCIATION INTERNATIONALE
AFRICAINÉ

AND OF THE
COMITÉ D'ÉTUDES DU HAUT CONGO.

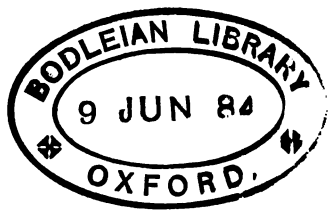
FROM DECEMBER 1877, TO OCTOBER 1882.

BY
A PARTICIPATOR IN THE ENTERPRISE.

LONDON:
E. & F. N. SPON, 16, CHARING CROSS.

1883.

2075 e. 2



THE
ASSOCIATION INTERNATIONALE AFRICAINE
AND THE
COMITÉ D'ÉTUDES DU HAUT CONGO.

TOWARDS the end of the year 1876 the attention of the public was strongly attracted towards Africa. News had recently been received of the death of Livingstone, and the tale of his noble end had made a deep impression. Dr. Nachtigall and Lieut. Cameron had just returned full of the information and experience gained in their great expedition, and Stanley was at the very moment pushing into the heart of Africa.

Numerous travellers had preceded these, and more were about to follow; too many had already succumbed, and probably others would meet the same fate. Had not the time arrived for assisting these intrepid pioneers of science and civilization, for endeavouring to facilitate their tasks, diminish the attendant dangers, and render their efforts both safer and more fruitful? Was it not possible to combine the results already obtained, and to harmonize future enterprises, so as to secure for the explorers bases of operation in the interior of the continent itself? Could this continent, when attacked systematically at the most important points, continue to preserve its secrets, and remain excluded from the benefits of civilization?

Such ideas led to the assembly of the Geographical Conference, which met at Brussels in the month of September, 1876, and which was attended by the best known African travellers together with a certain number of politicians and scientific men. Germany, Austria, England, France, Italy, and Russia were represented, as well as Belgium.

The greatest publicity was given at the time, to the deliberations and decisions of this Conference. The programme which was adopted had the triple end in view of organizing the scientific exploration of the still unknown regions of Africa, of opening up paths to civilization, and of seeking the means of gradually extinguishing the traffic in slaves. The establishment of hospitable refuges at certain points and in certain fixed directions appeared likely to conduce to the realization of this programme.

Such was the origin of the Association Internationale Africaine; and in less than a year its chief working parts had been organized. Before separating, the Brussels Conference had elected an Executive Committee, composed of the King of the Belgians, Dr. Nachtigall, M. de Quatrefages, and Sir Bartle Frere, the latter being replaced after his departure for the Cape of Good Hope by Mr. Sanford, formerly the United States Minister. National Committees were rapidly formed to collect the necessary pecuniary resources, in Belgium (Nov. 1876), in Germany and in Austria (Dec. 1876), in Spain (Feb. 1877), in Russia, Portugal, and Switzerland (April 1877), in Holland, France, Italy and the United States (May 1877). The enthusiasm displayed by different nations varied both in extent and in duration; by the end of the first year, however, the Belgian subscriptions amounted to half a million francs. The committees and subscribers in other countries had on their side contributed a total sum of 100,000 francs.

These modest resources were nevertheless sufficient to allow of the commencement of the undertaking. An International Commission, which met at Brussels in the month of June 1877,

and which was attended by the representatives of Germany, Austria, Belgium, Spain, the United States, France, Italy, the Netherlands, and Switzerland, determined the plan of operations. It was decided, on the proposal of the Executive Committee, that an expedition should be directed from Zanzibar towards Lake Tanganyka, with the object of founding, either on the shores of the lake, or, if circumstances permitted, beyond it, a station to serve both as a refuge and for scientific purposes. When this station was established, it was itself to become the point of departure for a journey of exploration towards the Atlantic. The Executive Committee was at the same time authorized to elaborate plans for an expedition which, starting from the west coast, should advance to meet the one coming from Zanzibar.

I.

The International Association having, as a result of the proceedings mentioned, received a regular organisation and adopted a definite programme, immediately commenced the task which, by unanimous consent, had been assigned to it, and for the last five years it has devoted all its energies to the enterprise, without for one moment forgetting the ideas and principles which had been accepted at its foundation.

The first expedition was organised in Belgium in the latter part of the year 1877; it was to proceed from Zanzibar to Lake Tanganyka, about 550 miles from the coast. At the very outset cruel losses were sustained; Capt. Crespell died almost immediately on arriving, and then Dr. Maes died of solar apoplexy. Left alone with an Austrian traveller, Mons. Marno himself was soon obliged to retrace his steps. Capt. Cambier nevertheless energetically commenced his task. Several expeditions were successively sent to join him; on their way they lost Lieuts. Wauthier and Deleu; but these checks, although delaying Mons. M. Cambier's progress, did not interrupt it.

In the month of August, 1879, he reached the shores of Tanganyika, and fulfilled his mission by founding the station of Karema.

Fifteen months later, as the result of further efforts (in December 1880), five Belgian travellers met together at this point; it was then that Mons. Cambier, after three years continuous labour, feeling the necessity of a well-earned repose, returned to Europe; he accomplished the journey from Karema to Brussels in four months. Mons. Ramaeckers replaced him, and remained in charge of the station with Lieut. Becker; whilst Capt. Popelin and Mons. Roger, having received reinforcements, started in the month of April, 1881, with the intention of founding a new station on the western shore of the lake. It proved impossible to carry out this design; a sharp illness carried off M. Popelin in a few days, and his assistant returned to Karema. On the 25th of February, 1882, Capt. Ramaeckers himself succumbed to an attack of bilious fever. Mons. Roger, who had been in charge of another expedition, had then returned to the coast. Mons. Becker, left alone, took command of the station of Karema, whilst Lieut. Storms marched to his assistance at the head of a fifth expedition.*

At the same time Capt. Cambier returned to Zanzibar, and undertook the organisation of a commissariat agency.

Up to this date six Belgian travellers had succumbed in these numerous attempts; sentiments full of generosity and devotion had led them to Africa. Not one of them had died in sanguinary strife with the natives; the arms which they carried, and their escort of Zanzibarites, were only intended to enforce respect, and to keep off attack; but they were not to be used against the inhabitants of the country unless in the last extremity and for legitimate self-defence.

The instructions of the Executive Committee of the Associa-

* According to the latest news from the coast Mons. Storms had reached Tabora after a march of two months and eight days.

tion have always been absolutely pacific, and prohibitory of any resort to violence.

These instructions have been uniformly and faithfully observed; and on one occasion only did one of the agents of the Association find himself unwittingly and unwillingly involved in an affray between native tribes. This incident having given rise to the most unjustifiable comments, it is very necessary that it should be set forth in its true light.

M. Ramaeckers, accompanied by the members of Capt. von Schoeler's German expedition, had just left the Ougogo with a numerous caravan, when, on arriving in the neighbourhood of of Madabourou, he learned that the village was besieged by the Sultan Mounié-Mtuana, and that the road was intercepted. He suspended his march, and sent a messenger, asking to be allowed to pass freely. Instead of agreeing to the request, the sultan sent word to him to come himself, and ascertain how matters stood. M. Ramaeckers took an escort of 100 men, and went with Messrs. von Schoeler and Reichard, to Madabourou. Lodged in a "tembé," which had been assigned to them on the evening of their arrival, they soon discovered that the defence was exhausted, and that their own encampment was situated in the line of attack. They had taken measures for leaving the village on the following day, when at dawn they found themselves facing Mounié-Mtuana, who at the head of over 500 men opposed their departure, and insisted on their aiding in the operations of the siege. Caught thus between the assailants and defendants of Madabourou, the leaders of the German and Belgian expeditions found themselves obliged to submit to their fate. The struggle, however, was by no means severe; it ceased as soon as Mounié-Mtuana had cut the approach to the wells, whence the besieged were drawing their water. The latter evacuated their position at night, after having set fire to it. Such was the exact character of this incident, which was certainly very regrettable, but which was due to unavoidable circumstances.

It was this incident metamorphosed from the account given in a pamphlet, which appeared in Brussels, that a Parisian geographical review "l'Exploration," of November 2nd, 1882, transported to a distance of over 1000 miles to put down to Stanley's account, and to speak of as the "Massacre on the Congo."

About three months earlier somewhat similar circumstances had led to the death of two English travellers, Messrs. Carter and Cadenhead, who had been engaged in an undertaking of a special character.

From the commencement of its operations the Association Internationale had perceived how much the particular mode of transport which is still necessarily employed in Africa added to the dangers and fatigues of travelling. Caravans of three and four hundred porters marching in single file distances of six or eight miles per diem, and frequently disorganised by desertions or attacks, were a source of weakness to the Europeans who led them. As everything—food, salary, and permission to pass—is paid for in kind, and as quantities of goods are lost or spoiled on the way, most travellers, if their route is at all long, arrive at their destination physically worn out, and materially impoverished, just at the moment when they are in need of all their energies and of considerable resources.

It was to overcome this great difficulty that the King of the Belgians determined to try at his own expense a new experiment. Of all the beasts of burden which are employed, the elephant alone appears to combine the necessary conditions for withstanding the African climate.

Four Indian elephants were purchased at Bombay, and with their "mahouts," transported to the coast of Africa. Captain Carter took command of the expedition, which reached Tabora in October 1879, in less than four months, in spite of the difficulties of the road and very heavy burdens. Although two animals had succumbed, the most competent judges

thought that the enterprise had succeeded, and its organisers began to think of establishing a station for the capture and training of native elephants. Mr. Cadenhead went out to Africa to assist Mr. Carter, but he had hardly arrived when the third elephant died, and seven months later the fourth elephant perished at Karema itself. It is not even now clear that these successive losses should be looked upon as a final check; for mistakes, which are inevitable in first attempts appear to have been committed.*

From that date, however, the enterprise of Messrs. Carter and Cadenhead was at an end; returning to the coast by a new route, they arrived, June 20, 1880, before the village of Mpimbwé, the sultan of which was expecting to be shortly attacked by the allied forces of two powerful chiefs. Forced by him to encamp at his residence, and threatened with abandonment by their escort, the two Englishmen found themselves on the following day in the middle of a fight in which they both lost their lives.

The tale of five years of such labours closely resembles a martyrology. Let us render the homage due to the generous and devoted men who without fear of the dangers inseparable from such enterprises, obeyed only the impulse of their hearts, and in their love of humanity gave themselves to the great work of civilisation. Many have fallen by the way, but their names will live in the history of Africa.

The 'Association Internationale' has after all not been fatally privileged in this respect. At the same time, in other regions, other expeditions, which were perhaps inspired by its initiative, but with the management of which it had nothing to do, experienced the same reverses of fortune and numbered proportionately as many victims. The leader of the London African Expedition, Mr. Keith Johnston, succumbed in 1879 at the outset of his journey, and Captain Elton, an English Consul,

* 'Proceedings of the Royal Geographical Society,' May 1882.

had shortly before met with the same fate. The Abbé Debaize, who started in 1878 at the head of a French interoceanic expedition, died at Ujiji after sixteen months of wearying efforts. The English missions at Mpwapwa, on Lake Victoria and on Lake Tanganyka had suffered cruel losses, in connection with which it is sufficient to name Lieutenant Smith and Messrs. O'Neill, Thomson, Penrose and Mullens. In the four years from 1878 to 1881 the Algerian missions lost two priests, a brother, and an assistant killed, and seven priests and three assistants carried off by sickness. New regions are only opened up at the cost of such sacrifices, and civilisation also has its martyrs.

In comparison with so many valuable lives cut short, the monetary outlay should hardly be considered; but it was nevertheless considerable, particularly if the limited amount of available resources is considered. The sum, however, collected in special non-annual subscriptions, and amounting to 400,000 francs, has been religiously preserved intact; the expenses having been exclusively covered by the interest, by annual subscriptions, and by private gifts.

Has the result corresponded to the greatness of the devotion displayed, and to the magnitude of the sacrifice accepted? Have the regions of Eastern Africa extending over the eight degrees which separate the coast from Lake Tanganyka become accessible to scientific, commercial, and missionary enterprise? Is there on this side a lasting and durable monument to the efforts of the "Association Internationale?" Facts answer in the affirmative. At the very extremity of this region, 450 miles in a straight line from the coast, stands the station of Karema. Founded by M. Cambier in the month of August 1879, at the date of the departure of that traveller, towards the end of 1880, it had acquired real importance, and appeared destined to become the nucleus of a civilised town. "M. Cambier's task," wrote Captain Ramaeckers on that occasion, "is accomplished. He has the right to be proud of

his labours. He has left behind him an establishment to which there is nothing similar in Africa; I feel a profound admiration for him, and I am proud to be called to the honour of succeeding him."

The station of Karema, established on a small elevation, which in 1879 was bathed by the waters of the lake, is now in consequence of the fall in their level, 550 yards distant from them; it is situated in 6° 49' south latitude, and 28° 11' longitude east from Paris. Protected on the east by hills 180 to 200 feet high, it is indebted to the breezes from the lake for a mean temperature of 25° centigrade. Proprietary rights over about a thousand hectares of land are secured to the station by a formal contract. The European dwellings, constructed of bricks, rise in the middle of a group of buildings, stores, stables and sheds covering a front of about 220 yards. The neighbouring plain is extraordinarily fertile, the chief tropical fruit-trees growing in abundance, as also cotton-trees and the palm. Experiments in cultivation have proved the possibility of acclimatising many of the European vegetables. The travellers of the Association have reintroduced sheep and cattle, which had disappeared from the country, and their flocks and herds are thriving. A steam-launch carries the international flag on Lake Tanganyika.

Already the peaceful and civilising influence of the Belgian station makes itself felt around. Fights between the neighbouring tribes have become less frequent; their chiefs voluntarily seek the arbitration of the Europeans, and one of the principal sources of the slave trade tends to disappear, at all events at this point. The security of the natives has become greater, and this reacts on their social condition. The population of the village of Karema has increased by one-third, and the extent of cultivated land has doubled. A new village has risen up around the station itself, which now contains fifty dwellings, occupied by as many families. Clothes and tools have been distributed among those who were formerly

but scantily covered with a strip of skin or bark. Under all circumstances, the natives show that they appreciate the advantage of having in their midst, men whose presence protects them and elevates their condition. It is, therefore, proved by facts, that a centre of civilisation can be established, and can spread its light abroad even in the heart of Africa.

Neither has the station of Karema failed in its purpose of affording a hospitable refuge. It received in turn Mr. Thomson on his return from his journey to Lake Nyassa, and the Abbé Debaize on his way to Ujiji, on the journey which closed his career. Thus, in all these respects, the object was obtained, and a commencement was made towards the fulfilment of the programme of the Association.

But Karema is situated in the centre of Africa: it is the last link in a chain which required many intermediate ones, without the formation of which regular and rapid communication could not be established. Two nations, France and Germany, have come forward to co-operate with Belgium on this ground, under the auspices, and with the assistance of, the Association Africaine. In 1880 Captain Bloyet founded a French station at Condoa in Ousagara, 150 miles from the coast, where Madame Bloyet is residing with him. A piece of land has been granted for the erection of a building which is surrounded by a plantation, and already this establishment has been able to offer its hospitality to more than one traveller.

The following year Captain von Schoeler, seconded by Dr. Boehm, Dr. Kayser, and Mr. Reichard, established a German station at Kakoma, in the heart of Africa, on the road between Tabora and Karema. After von Schoeler's return to Europe, his companion successfully continued the work which he had commenced. As the result of an agreement made between them and the Queen of Uganda, the station will probably be moved to the residence of the latter at Gunda, the natives themselves undertaking to construct buildings for the party, and making the German travellers

arbitrators in their differences with neighbouring tribes. The civilising influence of Europe will thus make itself felt at this point also. The Association Internationale has contributed to the expense of the establishment of these two stations, which have adopted its programme and conform to its ideas. The German Committee has received for this purpose 40,000 francs, and the French Committee 20,000 francs.

If one calls to mind the state of affairs only eight years ago, when Cameron made his journey, one cannot but recognise the happy improvement which has taken place in the circumstances attending East African exploration, as also the remarkable increase in our practical knowledge of those regions. Although the fatigues and difficulties of the road are still great, and the climate of some districts, and the character of certain tribes, still remain serious obstacles, the traveller is now, at all events, certain of finally finding assistance and protection; he can calculate his stages; he knows that he will meet friends and helpers, and that disinterested hospitality and efficient support will await him both along the way and at the end of his journey. After leaving Bagamoyo and the missionary establishment of the "Pères du Saint Esprit," he finds, some 150 miles further on, the French station of Condoa; still further on, at Mwapwa, at the entrance of the Ougogo, is the establishment of the English missionaries; beyond that point again is the Belgian dépôt at Tabora; still further is the German station of Kakoma (Gunda); and, last of all, on the shores of Lake Tanganyka itself is the Belgian station of Karema. One-third of the total breadth of Africa in those latitudes is thus accounted for, and if the number of these places of refuge is increased, it will become possible to connect them by a regular road. The Dark Continent will then have been effectually pierced, and the transformation of the whole of the vast region of equatorial Africa will be immediate and radical.

Two essential results have so far been obtained. Thanks to

the numerous expeditions which the International Association has during the last five years organised on this side; the road from the coast to Lake Tanganyka has been fully traced, and is known in all its details; it has become an almost commonplace route; "a well-trodden highway," as was recently remarked by the President of the London Geographical Society, and the unforeseen is being steadily eliminated. As a result, and notwithstanding the very primitive nature of the road and the inevitable slowness of the caravans, the length of the journey has been very sensibly diminished. Cameron took eleven months to reach the lake; Cambier, often stopped, it is true, and, not marching in a straight line, traversed the distance in fourteen months; Captains Popelin and Ramaeckers each in turn accomplished it in five months, and Cambier, on his return journey, took only fifty days. These facts testify to the undoubted progress which has been made, and they bear witness that the efforts made on this side and the heavy sacrifices which they have entailed, have not been fruitless.

II.

While the Association Internationale Africaine was preparing for these different undertakings, there sprang up beside it another organisation, which aimed at carrying on a similar work, in the same latitude, on the western coast of the continent. The International Commission assembled at Brussels in June 1877 had foreseen the necessity of eventually sending an expedition, which, starting from some point near Loanda, should direct its course westwards towards Tanganyka, and endeavour to effect a junction with the travellers coming from Zanzibar. The "Comité d'études du Haut-Congo," which was formed at Brussels on the 25th of November 1878, with a capital of a million francs, relieved the Association of this task. Both Belgian and foreign subscribers took part in its formation. Their object was to determine the practicability of

establishing regular communication between the Lower Congo and the upper course of that river; and they wished further, to ascertain whether it would be possible at some future time to establish commercial relations with the tribes inhabiting the basin of the Upper Congo, and to introduce European manufactures into that region in exchange for African products. The views and projects of the Committee were inspired by purely philanthropic and scientific motives. It undertook to conduct exploration, but it had no intention of engaging in commercial operations. It therefore adopted the flag of the International Association, and agreed to erect stations of the same kind and for the same purposes as those which were about to be established on the eastern coast. But to this common purpose the Committee proposed to join another, special and peculiar to itself; the philanthropic and scientific work was to be combined with a technical endeavour to unite the Upper Congo, with the Atlantic Ocean, from which it is separated by a long succession of cataracts and falls extending over a distance of nearly three hundred miles. The memorable expedition of Stanley, who had returned to Europe a few months previously, had suggested this idea; and he himself was not uninterested in the formation of the Society which was to attempt its realisation. Thus only, could his great discovery be utilised; and if the majestic river whose course he had traced were rendered accessible, the entire centre of equatorial Africa would be opened up by a mighty water-way.

In the beginning of the year 1879, Stanley, scarcely recovered from the hardships of his memorable journey, started once more for Africa. The task he undertook was a new one, and could not at its commencement be confided to inexperienced or untried novices. Whilst his European fellow-workers embarked at Antwerp with the necessary material, he went to Zanzibar, to seek amongst his former companions, the native assistants who were indispensable to him. Towards the

end of 1879 the whole expedition was assembled at the mouths of the Congo. It then consisted of three Americans, three Englishmen, four Belgians, two Danes, and one Frenchman. Its chief had besides under his orders sixty-eight Zanzibarites, seventy-two Kabindas, a few negroes from the coast, and fifty natives of Vivi, who were engaged by the day. The Congo is navigable for a distance of 115 miles from the coast, and at this point Stanley began his work by founding the station of Vivi. This settlement is picturesquely situated on a hill whose base is washed by the river, about seven miles below the great fall of Yellala, and eleven miles beyond the furthest European factories. A narrow valley divides it from a wide tableland, where there would be room for a town of 50,000 inhabitants. The buildings of the station form a rectangle, of which the sides measure 412 feet by 165; they comprise several houses, dwellings for the Zanzibarites, warehouses, sheds and workshops, the whole overlooked by a two-storied house, the residence of the Superintendent. A natural creek at the foot of the hill affords shelter for boats. The ground has been granted on a perpetual lease, at a monthly rent. The natives display a marked interest in the work, and in proof of their goodwill they insisted on giving their assistance gratis during the first few days.

The station was founded on the 1st February 1880, and Stanley at once began making the road which was to unite it with a second station which he intended to establish above the cataract of Isanghila. The distance was about 52 miles, across a wild precipitous country, showing in its broken and rugged surface evident signs of extensive subterranean disturbances. The expedition, consisting of one hundred and forty men, could not find the means of subsistence in such a region, and had to draw supplies at great expense from Europe. It carried with it tents for camping out, and an enormous amount of material for boats and stores. The great engineering work of constructing the first section of the road to Stanley Pool

occupied eleven months. At the end of the road, on a hill 165 feet high, at the head of a deep creek, was founded the station of Isanghila, containing a large dwelling-house, a brick storehouse, huts for the negroes, and an enclosed garden.

From this point the Congo, though still full of obstructions, is comparatively navigable for a distance of about 73 miles. The expedition once more followed the water route, and in thirty-three journeys transported its material to Manyanga, which was reached in May 1881. Serious difficulties were there encountered. Stanley fell dangerously ill; whilst at the same time the natives proved more hostile, more suspicious, and less easy to convince of the real objects of the enterprise. The delay, however, was but short. At the end of two months Stanley had recovered, and negotiations were in progress for the friendly grant of a piece of land on which the station of Manyanga was afterwards built. Situated at a distance of about $1\frac{1}{2}$ mile from the great cataract of Ntombo-Mataka, whose roaring is heard for a distance of 6 miles, the station is placed on the top of a hill 264 feet high, and enjoys the refreshing breezes from the south-west. The buildings assume a quadrilateral shape, of which the dwelling-houses, workshops, and iron warehouses form the sides; and some outbuildings have been erected on the opposite side of the river with the object of facilitating communication between the two banks. Considerable grants of land have been obtained from the native chiefs.

Manyanga is about 95 miles distant from Stanley Pool. This section of the river is almost entirely unnavigable, and, at the same time, the ground on both banks is cut up by deep ravines for a considerable part of the way. These obstacles were overcome and a road was made, which is practicable at least for caravans. This road debouches on the right bank of Stanley Pool, that bank having been followed the whole way.

When Stanley, who preceded the expedition, arrived in

the month of July 1881, at the lake where the navigable part of the Congo commences, he found himself face to face with unforeseen circumstances. M. de Brazza had in the previous month of October concluded a treaty, by which, it was asserted, the chief Makoko had ceded to France the sovereignty of the northern shore of the lake. Whatever may have been the conditions of this compact, Stanley, although the comparatively strong force at his disposal would have enabled him to overcome all resistance, crossed to the left bank, where he was welcomed by a friendly chief. A formal agreement, in which all the neighbouring chiefs took part, secured the future of the enterprise on that bank. Four months after the arrival of the main body of the expedition on the shores of the lake, a fourth station, called Leopoldville, was built at Ntamo, and soon became a centre of cultivation and civilisation. From both banks of the Congo the natives already flock thither, in the hope of bartering their products. Scarcely had this settlement been made when Stanley, in February 1882, ascended another 100 miles of the open course of the river, and, thanks to important grants obtained from the native chiefs, was able to found a fifth station at Ibaka, at the confluence of the Quango. This was an act of great importance; it proclaimed the opening of internal navigation, and gave hopes of further discoveries.

Four steamers at the present day carry the flag of the International Association on the Congo. The *Belgique* and the *Espérance* run between Banana and Vivi, on the lower part of the river; the *Royal*, which has a speed of twelve knots, plies in the rough and dangerous part between Isanghila and Manyanga; and the *En Avant*, which was launched on the waters of Stanley Pool December 3rd, 1881, has an open course before it of 940 miles, leading to the very centre of the African continent.

Such are the results accomplished. They have an incontestable character of greatness and utility, and are all the

more deserving of public attention that they have been attained without pecuniary assistance from any Government, and by thoroughly irreproachable means. The instructions given by the Comité d'Études du Congo to its agents, are in this respect exactly similar to those given by the International Association to its representatives. Humanity, justice and good faith are ever to rule their relations with the natives. They are not allowed to have recourse to violence, nor to take advantage of their material superiority to overcome even unjust suspicions or unreasonable opposition; resistance is to be vanquished by gentleness, persuasion, and fair dealing. The delays which may sometimes result from such negotiations are sufficiently compensated by the moral benefit, and by the progress in ideas and customs thus effected amongst the African nations. These instructions have never been ignored. Stanley's first care after his arrival in Africa, when reviewing his followers, was to inculcate in them a spirit of toleration, of charity and of self-denial in all their intercourse with the inhabitants of the country. He himself set the example while preaching the duty. No abuse has been notified, no act of violence committed, and during three years, not a single sanguinary conflict has taken place between the members of the expedition and the natives. All arrangements have been negotiated in a friendly spirit. English and French, Protestant and Catholic missionaries who have witnessed the labours of Stanley and his companions, and have followed them step by step, alike bear testimony to these facts, and neither unproved accusations nor anonymous calumnies can prevail against such evidence.*

* The November number of the 'Proceedings of the Royal Geographical Society of London' gives a summary of a letter written by Mr. Comber, the principal of the Baptist Mission, dated Ntombo on the Congo, August 4th. This missionary had just founded a religious establishment near Leopoldville. "Mr. Comber," says the Magazine, "warmly expresses his gratitude to Stanley for having opened up the river-way to Stanley Pool; he and his

The stations founded by Stanley, and the sections of road which unite them, bear the same character and fulfil the same purpose as those created by the International Association on the east coast. They are international, they hoist a neutral flag, and are protected only by the law of the rights of man. Every traveller, whatever may be his nationality, every missionary, whatever may be his faith, every legitimate trader, whatever may be his commerce, may claim assistance, and is certain of meeting with hospitality. It is a European work, having the common good for its aim. In carrying it forward every action has always been in conformity with the principles professed. The London Baptist Society's missionaries, like those of the Livingstone Inland Mission, have always received the most efficacious support from it, and willingly testify to that fact, and thanks to this assistance they have established their stations side by side with those of the expedition. Father Angouard, of the Catholic Congregation of the Holy Ghost, received similar help, and gives brilliant evidence as to the conduct of Stanley and his colleagues. When the International Association in 1879 granted a subsidy of 20,000 francs to the French Committee, it was with the design of assisting in the establishment of two stations of the same character on the Upper Ogoué. Although M. de Brazza, whom that committee sent to found these stations, adopted other views, and subsequently hoisted the French flag in the places now known as Franceville and Brazzaville, he was nevertheless hospitably received at the Congo stations on his return journey.

The establishments on the Congo are in no way commercial. No one can point to a single mercantile operation under-

colleagues had in vain endeavoured to reach that point by land; they had met with armed and insurmountable opposition from the native ivory traders. Mr. Comber gives the highest praise to Stanley's manner of dealing with the natives; "by the tact, goodwill, and firmness he displays he has opened this important road in the most satisfactory manner, without having once had recourse to arms." Such is the language of an eye-witness.

taken on account of the Comité d'Études du Congo, from its formation to the present day. But the stations which it has founded will no doubt—and this result would be in accordance with its intentions—lead to the establishment of commercial factories belonging to different nationalities. Only one Belgian merchant has as yet commenced business in this direction. M. Gillis, the representative of a Belgian firm, is the head of two factories, situated, the one at Embomma, the other at Noki. The commercial transactions to which he devotes himself concern him alone; but there is an interchange of reciprocal services between him and the expedition directed by Stanley. Thus M. Gillis has undertaken without remuneration to provide transport for the expedition on the Congo, and also provides for keeping up their stores of boating material. In return the Committee render him similar services in Europe. This is the limit of the terms of contract between the two parties. No other Belgian company or firm has hitherto taken any direct part in the trade on the Congo. The Société Générale d'Exportation, founded at Brussels in May 1882, and in which the Committee, by way of encouragement took a few shares, has not yet turned its attention that way, and the direction given to its actual operations does not seem to indicate that it has any present intention of so doing.

These authentic and precise facts show the objects which the Comité d'Études du Haut Congo has in view, and the manner in which they have been carried out. Important progress has been made; five stations, which have already become so many centres of civilisation and education, and which are united to each other by regular means of communication, are even now spreading European influence to a distance of 438 miles from the Atlantic coast—that is to say, across one quarter of the entire width of the continent in this latitude.

The work, in its actual results, represents more than three years of sustained effort: it has been laborious and costly. The original resources of the Committee at the time of its

formation have long since been swallowed up and exceeded; and voluntary contributions have alone made it possible to maintain and continue the undertaking. Some of those who engaged in it, have unhappily succumbed in the task, namely, three Englishmen, Messrs. Kirkbright, Dean, and Hill; four Belgians, MM. Petit, Néve, Hébran, and Van de Welde; one German, M. Kerbach; one Dutchman, M. Joffroy; and one Swede, M. Martinsen.

More than fifty Americans and Europeans, of different nationalities represent at this moment, in Africa, the undertaking which has thus reached the end of its first stage: it will be their duty to maintain and develop it, and day by day to increase its usefulness. Even then the task assumed by the Congo Committee will be but partially accomplished; it will only be completed on the day when Lake Tanganyka, the fountain-head of the great river, shall be connected with its mouth by a regular line of communication. Two-thirds of the way still remain to be marked out. In traversing it there are immense regions to be explored and millions of human beings to be brought within reach of the sources of civilisation, and to receive at least its elementary benefits. If its very limited resources will permit, it is in this direction that the Committee will in future push forward those brave pioneers who march under its banner. In the natural course of things, as it penetrates farther into the heart of Africa, others will avail themselves of the roads it has cleared, and will occupy its place in the countries already opened up. Religious and philanthropic missions, industrial undertakings, and commercial associations, without distinction of origin or nationality, are all free to profit by the labours already achieved; and, while utilising them, they will perhaps furnish the means of bringing them to a successful termination.

III.

This summary of the labours of the Association Internationale and of the Comité d'Études du Haut Congo shows the relations which exist between the two institutions; it demonstrates the identity of their programme, the similarity of the means they employ, and the unison in their aims. On neither side is there any question of making territorial conquests for the profit of a State or of securing exclusive commercial advantages. Wherever the International travellers and agents appear or reside, the natives freely grant them the rights indispensable for establishing a system which reconciles their own welfare with the progress of science and civilization. It is therefore quite natural that the two undertakings should march under one flag, that they should appeal for aid to every nationality, and that they should accept with gratitude the unselfish services of every individual animated by friendly intentions.

At this date, after five years of labour, the half of the task which the "Association Internationale" and the "Comité du Congo" undertook, is accomplished.

The enthusiasm for African exploration which has been displayed during the same period in other quarters, and which is still increasing from day to day, is a certain proof that their initiative answered to a want of the times. From 1877 to 1882 numerous geographical and religious missions were organised on both sides of the equator, heading from north to south, and from south to north, towards the central line, which has been traced by the combined efforts of the African Association and the Congo Committee.

Several European Governments, particularly those of Germany, France, Italy and Portugal, have encouraged and largely subsidised the movement. A picture of lively interest would be offered by the delineation of even the chief lines explored. From the north, Drs. Junker and Schnitzler ad-

vanced through the regions of the sources of the Nile towards the unknown centre; Messrs. Rohlf and Stecker by the Tripoli oasis; the latter and M. Schuver again by Abyssinia; M. Gessi, and after his death Messrs. Matteucci and Massari, traversed the African continent at its greatest width across the Soudan; Colonel Flatters and his unfortunate companions crossed the Sahara; Dr. Lenz travelled through Morocco to Timbuctoo; and Captain Gullieni and Dr. Bayol explored the valley of the Niger. In other directions, from south to north or from west to east, M. Hollub examined the basin of the Zambesi; Messrs. Serpa Pinto, Ivens and Capello, the members of the Portuguese expedition, travelled in the regions of the sources and middle course of this great river, and in the valley of the Quango; and the unfortunate Captain Phipson-Wybrants and his fellow-labourers in the Sabia, together with the numerous travellers, Messrs. Pogge, Schütt, von Mechow, Buchner, and Wissman, constantly sent out to the Lunda by the German African Society, should be specially mentioned. In the regions where the International Association and the Congo Committee are at work, the Abbé Debaize and Messrs. Keith Johnson and Thomson have appeared on the east, and Messrs. Savorgnan, de Brazza and Bollay on the west. The above are only the more remarkable undertakings; how many more might be mentioned which were none the less meritorious that their aims were more modest and restricted. The religious missions have multiplied and have displayed admirable devotion. English religious bodies have organized six important missions, which spread the Gospel in Uganda, to Lake Tanganyka, to Lake Nyassa, on the Rovuma, and on both banks of the Congo. The Algerian missionaries, Fathers Delpechin and Duparquet, are the noble rivals of the Protestant clergymen in their great work.

So many efforts are not devoted to a chimera, so many martyrs do not die for a vain enterprise. Before the end of the century Africa will be open and explored, and a new continent will take its place in the orbit of the world's

civilization. Will this event, which may be anticipated with certainty, prove entirely beneficial to contemporary society? Must it be feared that it may lead to such colonial rivalries as those which covered Asia and America with bloodshed in the seventeenth and eighteenth centuries? The wisdom of the statesmen who hold the destinies of the European nations in their hands must solve this problem. On the nature of the solution which is arrived at, will depend, whether there are long years of peace or of war, of universal and peaceful development, or of fatal and barren competition. If the European system is a reality, it would seem, that on this vast stage, where no influence is superfluous, and where no co-operation is to be disdained, it could affirm its existence in the most profitable manner. In whichever way fate may decide, a great example will have been given. History will tell if the founders of the Association Internationale and the Comité d'Études du Congo mistook the spirit of their age when planting a neutral flag in the heart of Africa.

THE END.

LONDON:
PRINTED BY WILLIAM CLOWES AND SONS, LIMITED,
STAMFORD STREET AND CHARING CROSS.

20

40

44

